

# The Herald and News.

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## SCOUT CARS SPENT NIGHT IN NEWBERRY

ENTHUSIASTICALLY WELCOMED BY PEOPLE HERE.

Pleasant Trip Here and Enjoyable Stay—Proceeded on Long Journey Wednesday Morning.

Led by Newberry pilot cars, the New York Herald and Atlanta Journal scout cars, on their way from Atlanta to New York, spying out the proposed capital-to-capital automobile highway from New York to Atlanta and on to Florida, rolled into Newberry at 8.15 o'clock on Tuesday evening, and were enthusiastically greeted by several hundred Newberry people who had gathered to receive them on their arrival in front of the Newberry hotel. The cars had come from Elberton, Ga., on Tuesday, covering a distance of one hundred and fifteen and three-tenths miles. The cars had left Atlanta at 8.40 on Monday morning, reaching Elberton Monday afternoon and spending the night there. An early start was made from Elberton on Tuesday morning, and Abbeville was reached early in the afternoon.

### Met By Newberry Cars.

Newberry's pilot cars, which went to Greenwood on Monday, went over to Abbeville on Tuesday with the Greenwood cars, some twelve or fifteen in number, and awaited the arrival of the scout cars. Upon the arrival of the Journal and Herald cars in Abbeville a reception and luncheon was tendered the party and the trip to Greenwood began. The route to Greenwood was by Verdry, a distance of about twenty-one miles, which was covered in less than an hour.

At Greenwood another elegant reception was tendered the party before their departure for Newberry.

### Start for Newberry.

The start for Newberry was made from the Oregon Hotel shortly before five o'clock, but it was five o'clock before the cars had taken the places which had been selected for them in the line and were fairly under way.

Mr. W. C. Waldrop was in the lead, accompanied by Capt. W. S. Langford, in Capt. Langford's speedy Ford roadster. Next in line was Mr. Z. F. Wright's White Steamer, driven by Messrs. W. C. Moran and R. Herman Wright, accompanied by Capt. F. S. Evans, of Greenwood, Supervisor Feagle, of Newberry, and Mr. Jno. K. Aull, of Newberry.

The White Steamer was followed by the Atlanta Journal's big Oldsmobile, driven by its owner, Henry J. Lamar, of Macon. In this car were Major John S. Cohen, managing editor of the Journal; Dr. W. G. Lee, of Macon, and W. Inman Gray, son of Mr. James R. Gray, editor and general manager of the Journal. With the Journal party was Mr. Will Gardner, of the Greenwood Journal.

The Oldsmobile was followed by the New York Herald's big White Steamer, driven by Bob Lambert. In this car were Hamilton Peltz, of the New York Herald; Nathan Lasarnick, official photographer; and E. W. Gans, manager of the White Steamer's southern branch. Accompanying the Herald party was Mr. E. H. Aull, of The Herald and News.

Dr. F. D. Mower and Dr. W. E. Pelham, Jr., had come to Newberry early Tuesday morning, preceding the party in Dr. Mower's car, over the route which had been selected to Newberry.

### The Route.

The route to Cross Hill, via the steel bridge over Saluda river and Harris Springs, was taken. With Waldrop in the lead, his speed was maintained wherever the roads were good. Cross Hill was reached at 6.05, and the cars branched off towards Newberry county.

The roads from Greenwood to Cross Hill were in very good condition. Work had been done by the county authorities especially for this trip, and at points work was still being done by the convicts.

The road from Cross Hill into Newberry county was rough in places, but there were several good stretches of road where good speed was maintained. The party proceeded without incident by Longshore, expecting

to reach Newberry at 7.30 o'clock. On this side of Longshore, however, a threshold had broken down on one of the small bridges, and it was impossible to pass it. The machines backed up the hill, and going around by Mr. David Pitts', got into the road leading into Newberry by the Spearman place. Considerable delay had been experienced on account of the stop and detour.

### Reception In Newberry.

At Newberry on Tuesday night, after their arduous work in sending long dispatches to the New York and Atlanta papers, the party were tendered a reception and spread at the Elk's club, which was thoroughly enjoyed.

On Wednesday morning, just as the city bell was striking nine o'clock, the start was made to Columbia, Dr. O. B. Mayer, president of the chamber of commerce, leading in Mr. C. E. Summer's Ford touring car, with Mr. Waldrop at the wheel. Dr. Mayer proceeded only as far as Prosperity. The party was piloted on from Prosperity by the Columbia State's White Steamer, which came to Newberry on Tuesday afternoon. Mr. E. H. Aull accompanied the Atlanta Journal party as far as Columbia. Columbia was reached at 12.40, where a stop was made before proceeding on the way to Camden. The night was spent in Camden on Wednesday night.

### What They Say Of The Roads.

Major Cohen, managing editor of the Atlanta Journal, was asked by The Herald and News what he thought of the roads in this section. In reply he said that he could not say that they were good. What the party wanted to be satisfied of, he said, more than they desired to find good roads now, was that if this route should be selected, the counties and the cities would co-operate in the making of good roads. The roads through this section, he said, were no worse than the others which the party had encountered. He said he had no idea now, of course, what route would be selected, but that there were a number of elements which would enter into a final determination of the best route. He seemed, however, to stress more than anything else, willingness on the part of the counties and cities to co-operate in making good roads should the route be selected through them. He and all his party were very much pleased with the interest shown by Newberry.

### A Pleasant Incident.

A pleasant incident in connection with the stay of the party in Newberry was the presentation to them by Dr. O. B. Mayer, president of the Newberry chamber of commerce, of an Indian hatchet, which had been in Dr. Mayer's family for many years. This stone hatchet was given the cars as a mascot. It was used many years ago, said Dr. Mayer, by the Cherokee Indians in blazing their pathways through the forests, and it was appropriate as a mascot for the "pathfinders." The hatchet was tied to the front of the Journal's big Oldsmobile.

### Good Driving.

Bob Lambert, at the wheel of the Herald's White Steamer, and Lamar, at the wheel of the Journal's big Oldsmobile, are among the country's best automobile drivers. Their machines are of immense power, and the wheels of the Oldsmobile are considerably larger than those of the ordinary car, enabling it to maintain a high rate of speed without apparent effort. The Herald's White Steamer also has big wheels. The Newberry pilot cars, however, kept them busy on the run from Greenwood to Newberry. Waldrop shoved Capt. Langford's Ford roadster ahead at a speed which it was no child's play to maintain, and Wright and Moran proved themselves skillful experts in the management of the Newberry White Steamer. The New York and the Atlanta people were very complimentary to the Newberry drivers, saying they were among the best they had encountered anywhere on their scouting tour.

### Newberry's Chances Of Securing Route.

Taking all things into consideration the capital-to-capital route seems at present to be most generally favored, and it is on this route that Newberry has been seeking a place. She has been successful in getting the scouts to take this route on their return to New York, notwithstanding the per-

sistent efforts of Columbia to bring them from Atlanta to Columbia by Augusta.

If the capital route is selected, it is entirely probable that Newberry's chances of getting the route through here instead of by Augusta, will be determined largely by the kind of assurances made by Newberry and Greenwood and the other towns and counties which would be touched, as to their willingness to co-operate in putting in good condition the roads which would be traversed. The idea is not so much to find the best roads, but to select the best route, taking all things into consideration, and then to make it a good, permanent highway.

No movement in recent years has created such an interest in good roads. It is up to Newberry to continue to keep in touch with the movement and to continue to do her part towards getting the great highway finally located through Newberry.

Following is the special dispatch sent out from Newberry on Tuesday night to the New York and Atlanta papers, written by the scouting party. It is the story of their trip to Newberry in their own words:

Newberry, S. C., June 16.—After a run of one hundred and fifteen and three tenths miles the companion scout cars of the New York Herald and the Atlanta Journal arrived in Newberry at fifteen minutes past eight o'clock last night after a day's running which was made notable by the extensive escorts attending the scouts, from town to town; by the proffered hospitality so generous as almost to impede progress, and by one or two peculiar obstacles of a different character.

The big White Steamer with the New York men and the huge Oldsmobile with her "locomotive like" wheels carrying the Atlanta men, had brought their passengers to within five miles of Newberry, which had been decided upon as the stopping place for the night. The menace of flashing lightning was threatening through the dark lowering clouds that made a premature twilight and the great automobiles were bowling along at a good clip with a half dozen cars as their escort in the hope of reaching shelter before the storm broke. As they swung around a curve toward a little wooden bridge spanning one of the many streams which cobweb this section of South Carolina, a warning arm was raised in the first car and emergency brakes were applied.

### A Formidable Obstruction.

Directly ahead loomed the outline of a gigantic thrashing machine. It had reached a point midway the bridge and had there broken down hopelessly blocking the bridge and the roadway into Newberry.

A party of men were busy with levers and great timbers trying to "jack" the great machine and move it out of the way. Out of their cars the scouts tumbled offering the aid of their own tiny "jacks" and broad shoulders but some of the country experts "allowed" that the job might take all night or it might take an hour. After a glance at the situation the scouts concluded that the all night hypothesis would be the most plausible. There a survey was made of the adjoining field in the hope that a detour might be made and the stream forded below the blockaded bridge. But the fields were planted with cotton and the soil softened by recent heavy rains could not sustain the weight of the 5,000 pound machines.

The only practical solution in order that the scouts might enjoy the banquet awaiting them as the guests of Newberry board of trade, was to retrace several miles of the journey just made and thus connect with a different road leading into the city.

### A Five-Mile Detour.

So the entire line of automobile had to back up the narrow road until a place was found wide enough which to turn them. After a detour which added five miles to the day's record on the odometer the scout cars and their escorts with their shrill tooting and the people cheering pulled up in front of the Newberry hotel. Indeed, the demonstrations of enthusiasm in all towns reached through which the scouts passed was one of the striking features of the day's run.

Upon leaving Elberton, Ga., at 9.45 half the population of the town swarmed about the cars, shaking hands with the scouts, and just before they took the road again two large American flags were brought out and presented one to each car. On the White Steamer the flag was effectively adjusted over the great hood of the radiator, while the boys from Atlanta rigged their flag jauntily above the tounge of Mr. Lamar's big Oldsmobile, so that it fluttered and whipped out saucily in the breeze as the cars, amid a parting cheer, dashed away for the Savannah river, and the South Carolina line.

### Elbert's Thoughtful Work.

No sooner were the tourists out of town than they realized that the good folk of Elbert county, instead of streiving their path with flowers, had done what was far better in the interest of good roads. They had sent out the farmers of the county to patch with fresh earth all the treacherous holes and washed out hollows which beset the scouts on the path they had selected. This did much to smoothen the roads, otherwise rough and difficult under Tucker's Ferry, where the Savannah river is crossed on a primitive float, operated by a trolley slung from a cable spanning the stream, while the swift flowing current of the Savannah striking the float at an angle, supplies a natural motive power. The ferry was reached at ten minutes before 11 o'clock. The approaches, though recently overflowed and badly washed out, had been admirably repaired by a large force of men especially for the scouts.

### An Old Time Ferry.

The Oldsmobile moved quietly down the slope to the river brink and safely into the float, not without misgivings, as the fragile craft had never before carried so heavy a car. As the Atlanta boys moved out into the muddy current with their machine, their New York comrades on the Georgia bank joined them in a cheer, and for the last time on Georgia soil raised their voices in their favorite song, "In Dear Old Georgia." It required fifteen minutes for the ferry to make one round trip.

The Herald's White Steamer promptly followed the "Olds" without mishap, and on the South Carolina shore again, piloted by a numerous escort, they climbed the steep bank at ten minutes before noon and started for Lowndesville, S. C., over roads that were drying up from the recent rains, but were rough and lumpy in many places.

### Lunch at Abbeville.

Abbeville, S. C., was reached at half past one o'clock. There the cars ran into the public square, amid the cheers of hundreds of the townfolk, men and women, who overwhelmed them with courtesies and hospitality. In the town hall a generous luncheon was served, and during the hour which was as much time as the good roads' champions could spare in Abbeville, the deep interest of its people in the subject of good roads and the prospective national highway from New York to Atlanta was evidenced by the hundreds of questions they asked, and which the scouts tried to answer.

As the party entered Abbeville members of the escorting delegation pointed out with pride the fine old colonial mansion, known as the Burt house. It was in one of its spacious rooms that Jefferson Davis and his associates held the last meeting of the cabinet of the Confederate States government. Mr. Davis had been forced to leave Richmond, and was in flight southward attempting to reach Georgia. His capture by a detail of Federal cavalry occurred only a few days later.

Abbeville citizens also showed especial pride in explaining to their friends from the north that their town was the real cradle of the secession movement in the south.

### Reception at Greenwood.

Bound for Greenwood and attended by one of the largest cavalcades of escorting automobiles seen since leaving Atlanta, the good roads scouts left Abbeville at forty minutes past two. Greenwood was reached at three-forty in a fine run of just one hour, over fairly good sandy roads. As the cars approached the Hotel Oregon, in Greenwood, they received one of the most demonstrative welcomes yet encountered. The whole population seemed to have swayed out

into the street to receive them at the appointed hour of their arrival. So pressing were the throngs in their hearty welcome that it was difficult for the committee in charge to escort the dusty tourists into the parlor of the hotel. There the scouts stood in line, and for ten minutes they held a reception while the principal citizens were presented to them in turn.

Meantime a fine banquet had been prepared in the dining room. Captain F. S. Evans presided at the head of the board with Major John S. Cohen, of The Journal on the right. Several courses were served and when cigars were lighted the scouts gave three cheers for Greenwood and Capt. Evans responded for the New York Herald and The Atlanta Journal.

### Convicts in Autos.

Leaving Greenwood at forty-five minutes past four, the scouts departed with many mutual exchanges of good wishes. Again they found that special work upon the roads had been done in anticipation of their coming. Earlier in the day fifteen convicts under a foreman had been sent out from Greenwood in a White Steamer and other automobiles at every point along the road up to the county line where had holes or washout appeared the convicts in their striped garbs and shackled legs tumbled out of the automobiles in which all of them were riding for the first time in their lives and got to work with pick and shovel mending the imperfections in the roadway.

One of these convict bands was photographed while at work and from that point the run into Newberry was good except for the blockade at the bridge already described.

Despite the detour the hospitable shelter of Newberry was reached before the storm broke serious over the scouts' devoted heads and they had finished one day entirely without a wetting.

### Many in Escort Party.

The Journal-Herald scout cars were escorted from Elberton, Ga., to Abbeville, S. C., by the following: Columbia car, driven by H. B. Sparks, J. A. Cauthen, Col. T. J. Brown, solicitor-general.

S. M. Haley, sheriff, rode in The Journal car and acted as pilot to Tucker's Ferry; in a Rambler were Mr. and Mrs. E. M. McCall.

At Lowndesville the party was enthusiastically greeted by Mayor E. J. Huckabee and other prominent farmers of Abbeville.

The scouts were met at the river by the following citizens of Abbeville: Dr. C. C. Gambrell, W. H. Harris in Ford; J. W. McKee and Albert Harris in Maxwell, Dr. P. B. Speed, Owing Speed, F. E. Cothran and Wade Harrison. The reception committee who entertained the scouts at Abbeville consisted of Dr. G. A. Neuffer, J. R. Glenn, W. H. White, W. W. Barnwell, H. S. Link, L. L. Miller, J. L. Perrin, M. B. Reese, W. R. Bradley, James Chalmers, W. D. Wilson.

The following cars and occupants came to Abbeville from Greenwood to meet The Journal-Herald party: at Abbeville: Ford, Mr. and Mrs. J. L. Chipley, Mayor Kenneth Baker, G. W. Gardner, Jr., Russell Lawson; Ford, W. C. Harrison, member of legislature; F. C. Cothran, T. C. Burnett; Ford, B. F. McKellar, Jr., Peter McKellar, H. C. Smith, J. P. Abney; Maxwell, W. P. Durst, T. M. Arrington; Franklin, A. F. McKissick, F. B. Cobb, Ellison McKissick; Ford, Clyde Kellar, Eugene Arnold; Ford, P. W. McClure and family, from Greenwood escorts.

As the party was returning from Abbeville the following from Greenwood met the scouts a few miles from the city: Rambler, J. T. Simmons, W. A. Williams, C. W. Garrett, H. G. Hartzog; Maxwell, Dr. J. C. Harper, A. S. Hartzog; Rambler, J. K. Durst, J. C. Salt, A. Rosenberg, J. S. Bailey; International, Winfield Thorne, J. T. Crymes, G. W. Gardner, Jr., acted as pilot in Journal car.

Large crowds of enthusiastic citizens met the party as they entered the progressive city of Greenwood. They were escorted to the Oregon Hotel by Colonel F. S. Evans. Mayor K. Baker and others where a sumptuous dinner was served to the following: Mayor K. Baker, E. L. Richardson, former member of the legislature; Colonel F. S. Evans, F. B. Grier, H. G. Hartzog, A. Rosenberg,

J. B. Park, R. P. Blake, W. C. Harrison, member of legislature; Colonel E. H. Aull, editor Newberry Herald and News; J. S. Bailey, A. F. McKissick, C. A. C. Waller, state senator; Winfred Thorne, Dr. Washington, L. I. Feagle, G. W. Gardner, Jr., J. I. Chipley.

### Newberry is Enthusiastic.

Newberry is very enthusiastic in regard to the proposed highway. The following delegation came to Greenwood to meet the scouts and accompanied them to Newberry:

Ford Roadster, Messrs. W. C. Waldrop, W. S. Langford, McHardy, Mower and Dr. F. D. Mower and W. E. Pelham, Jr.; White Steamer, Messrs. R. H. Wright, W. C. Moran, L. I. Feagle and E. H. Aull.

In the Journal car, G. W. Gardner, Jr., acted as pilot to Newberry and Colonel E. H. Aull rode in the Herald car.

Arriving at Newberry, the White steamer pilot car of the Columbia State, under the direction of Ward H. Mills, a member of the State staff, and driven by E. A. Jenkins, together with Mr. M. C. Heath and George L. Cannon, met The Journal-Herald party. Today's run will include Columbia, the second of the capitals on the capital-to-capital route and probably Camden.

### SCOUT CARS AT CAMDEN.

Occupants of the Atlanta-New York Machines Get a Drenching.

Camden, June 16.—The Atlanta Journal-New York Herald scout cars arrived here this evening at 8.10. Mr. Clarence Rawles, of Columbia, came as pilot for the "pull for good roads" party. All in the party were thoroughly drenched, for the rain fell in torrents.

In approaching the Wateree river they found some difficulty, owing to the condition of the road. They were detained there for over an hour. This road was badly washed up by the August floods last year and again recently by the high water. Supervisor West had some repairs made specially for the scout cars, but the heavy rains interfered.

The party came in, however, in fine spirits and are being entertained tonight at the Simmons hotel. Despite the downpour a large number of our citizens in automobiles met them at the river and escorted them to the hotel, and a still larger number lined the streets anxiously awaiting their coming and to give them a welcome. Our people were disappointed on account of the weather, but are deterred to make it pleasant for their guests during their stay in Camden.

Mr. Duke and party from Cheraw are here to pilot them to Rockingham tomorrow.

### The Cars at Columbia.

Columbia, June 16.—The New York Herald and the Atlanta Journal scout cars rolled in at 12.30 this afternoon and were entertained in Columbia for a while, leaving for Camden at 3 o'clock. A contingent of Columbia cars accompanied the visitors to this city, having gone out a few miles to meet them. The chamber of commerce and the Automobile club of this city were represented.

The Oldsmobile was driven by its owner, Mr. H. J. Lamar, of Macon, Ga., who has made the trip half the way from Atlanta to New York and back to Atlanta, and is now driving through to New York. With him in the car were Major John S. Cohen, managing editor of the Atlanta Journal; Mr. Inman Gray, son of Editor James R. Gray, of the Journal; Dr. Lee, of Macon, and Mr. E. H. Aull, editor of the Newberry Herald and News, and president of the South Carolina Press association, who has made the trip from Abbeville to Columbia in this car.

The White Steamer, driven by the reliable Bob Lambert, contained Mr. Hamilton Peltz, of the New York Herald; Mr. E. W. Gans, Southern manager of the White Steamer company, and Mr. N. Lazarnick, a New York photographer. All of these scouts were dressed in khaki and their cars were well equipped for the long trip.

The party was entertained at luncheon at the Ridgewood club, leaving with an escort of automobiles.